I-70 Dedicated Truck Lanes

Nova Ordo – A New Way Ahead

Dedicated Truck Lanes Feasibility Study

Non Nova Sed Nove –

Not new things, but in a New Way

Trucking Industry Mobility and Technology Coalition (TIMTC)
October 7, 2009 – Las Vegas, Nevada

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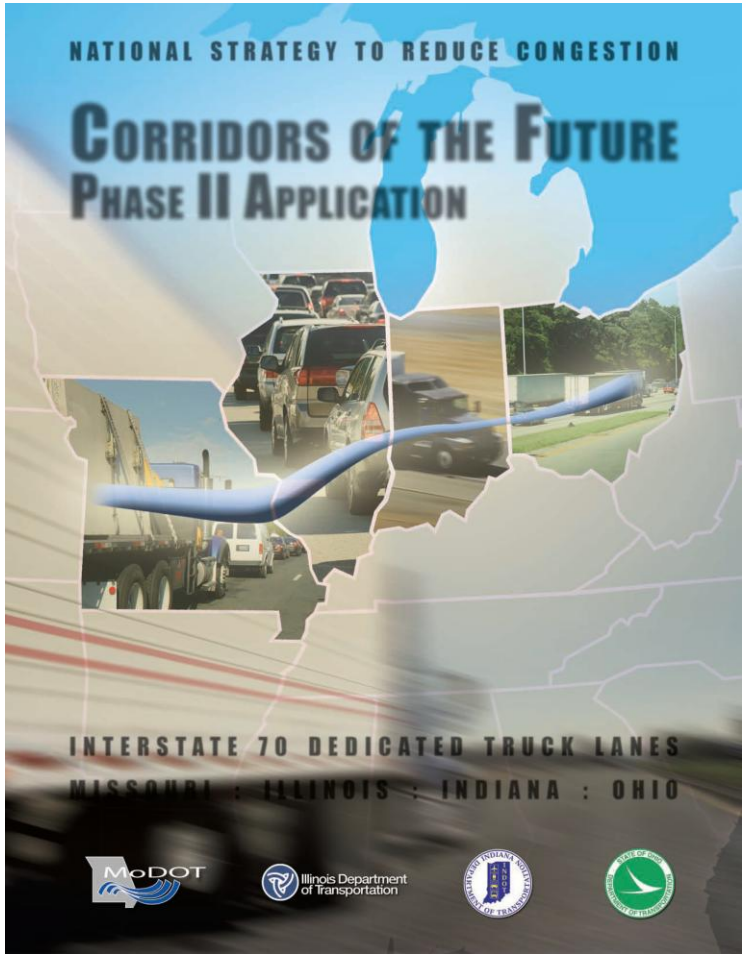
I-70 Project Area

In the beginning……. 2007



Corridors of the Future Program (CFP)

- CFP an initiative under USDOT's "National Strategy to Reduce Congestion"
  - Explore innovative financing
  - Improve flow of goods
  - Enhance quality of life
- I-70 one of 6 corridors selected and funded
- $5 million discretionary grant from FHWA
  - $2 million to Missouri DOT - SEIS
  - $3 million for I-70 Corridor Feasibility Study

Vision and Goals

- Reduce congestion & enhance mobility
- Improve reliability
- Improve safety
- Enhance economic development
- Reduce impacts to environment
- Improve security
- Facilitate intermodal integration

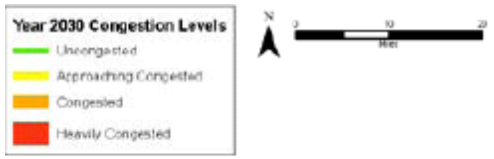
Corridor Conditions - Truck Flows 2035

Source:FHWA FAF 2

Corridor Conditions - 2030 Urban Area Congestion

Kansas City

Saint Louis



	Urban	Rural
2004 MVMT	55,379	18,527
% of VMT Deficient in 2004	21.55%	0.00%
2030 MVMT	98,173	35,651
% of VMT Deficient in 2030	73.05%	43.90%
Growth	77.27%	92.43%

Indianapolis

Dayton

Columbus

Source: Wilbur Smith Associates, 2007

Corridor Conditions - Safety

In 2004 the I-70 project area had:

- More than 10,000 crashes
- 18 % were truck involved crashes
  - 36% of the truck involved crashes involved fatalities mainly to passenger car drivers and occupants
- 2.3 million vehicle hours of incident-induced delay

Corridor Conditions - North and Eastbound
Speeds on I-70 lag behind other Midwest corridors

Figure 1-4: 30-Day Average Travel Speeds for 7 Corridors: Northbound and Eastbound

Source: American Transportation Research Institute (ATRI), June, 2006

Corridor Conditions - South and Westbound

Speeds on I-70 lag behind other Midwest corridors

Figure 1-5: 30-Day Average Travel Speeds for 7 Corridors: Southbound and Westbound

Source: ATRI, June 2006

Phase 2 CFP Application Proposed:

Separating trucks from passenger cars as a solution to:

- Improve safety
  - Conflicts and fatalities will be reduced
- Reduce congestion
  - Vehicles accelerate and decelerate at different speeds
- Improve the Quality of Life

Phase 2 CFP Application Proposed:

- A feasibility study to testing the hypothesis that:
  - Separation is the solution
  - A business case can be made for DTL's
- Corridor length makes the study the first of its kind internationally

I-70 Dedicated Truck Lanes Feasibility Study scope:

Define and evaluate:

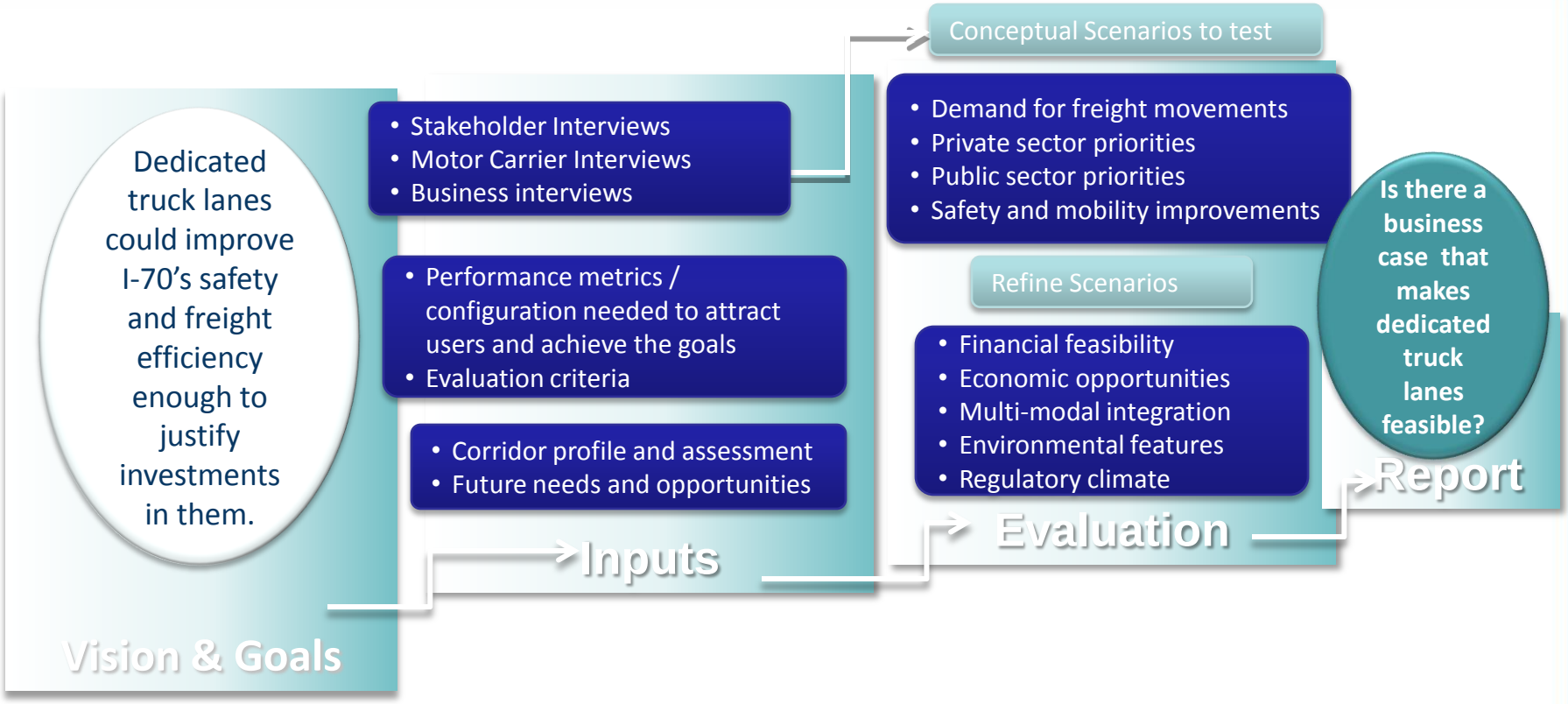
- The need and demand for dedicated truck lanes
  - as one option for improving safety and moving freight more efficiently; and
- Whether investments in dedicated truck lanes
  - alone or in combination with investments in other modes are justified

Where we are….

- Study efforts began June 25-26, 2009
- Initial stakeholder outreach
- Data collection underway
- Analytical approach being finalized

DEDICATED TRUCK LANES
FEASIBILITY STUDY

Phase 1 Analytical Approach: I-70 Dedicated Truck Lanes Feasibility Study



DRAFT

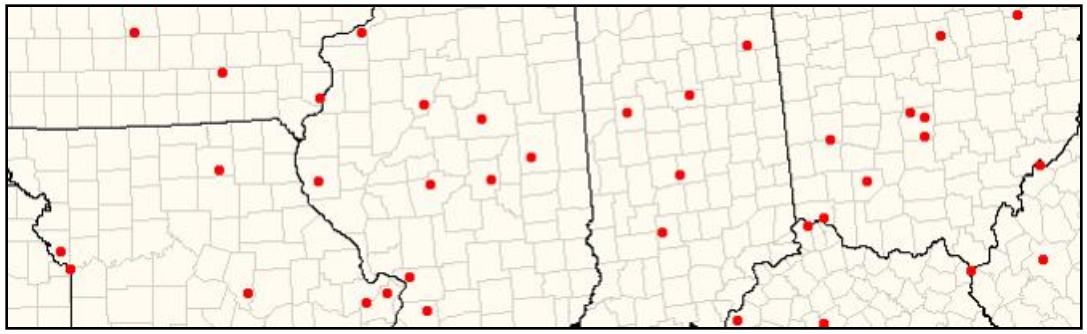
Where we are…

- Technical modeling under way
  - Travel demand
  - Commodity movements (FAF)
  - Econometric
  - Toll revenue
- Range of concepts being discussed

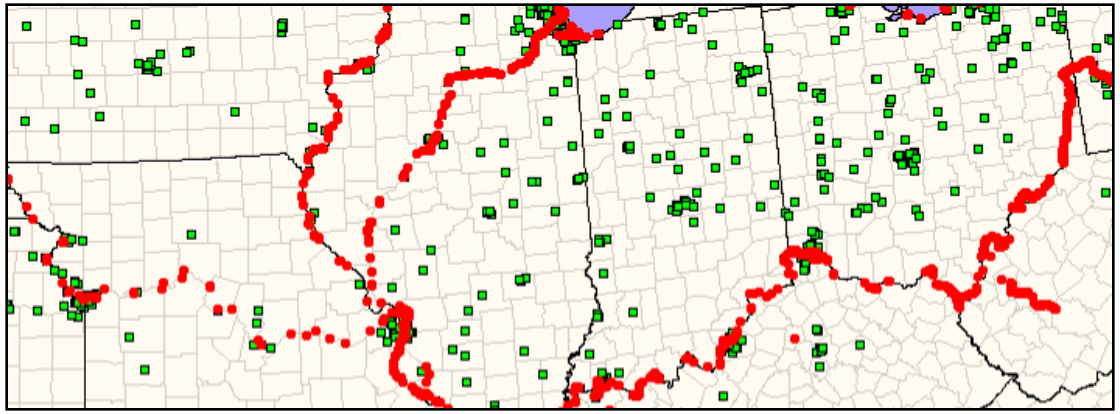
Study Status – Freight & Commodity Analysis

Freight generator data

Airports



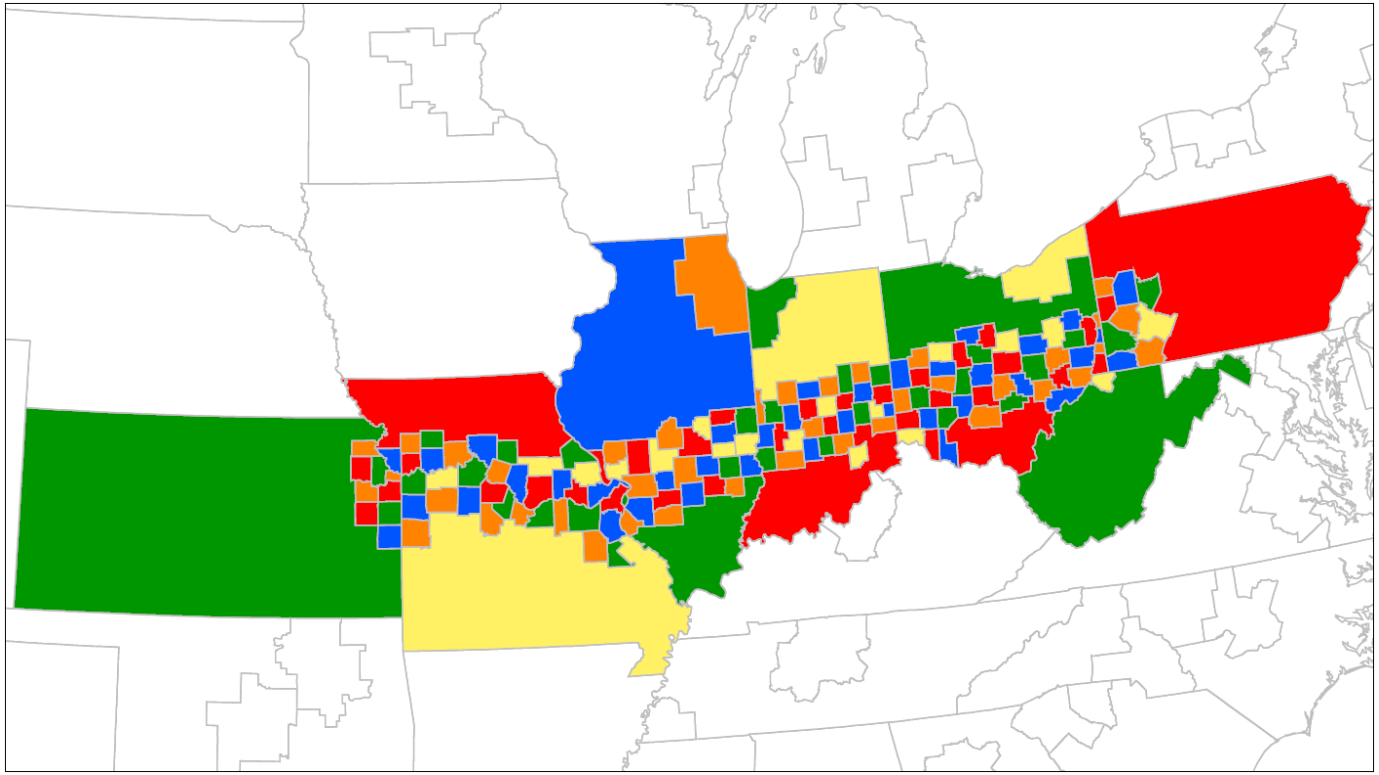
Intermodal Terminals & Ports



I-70 Corridor project area connects to:

- 17 passenger and air cargo airports
- All 7 class 1 U.S. Railroads
  - cross or parallel I-70
- Water ports on the Missouri, Mississippi, and Ohio Rivers

Level of detail - Travel Demand Modeling and Toll Revenue Analysis



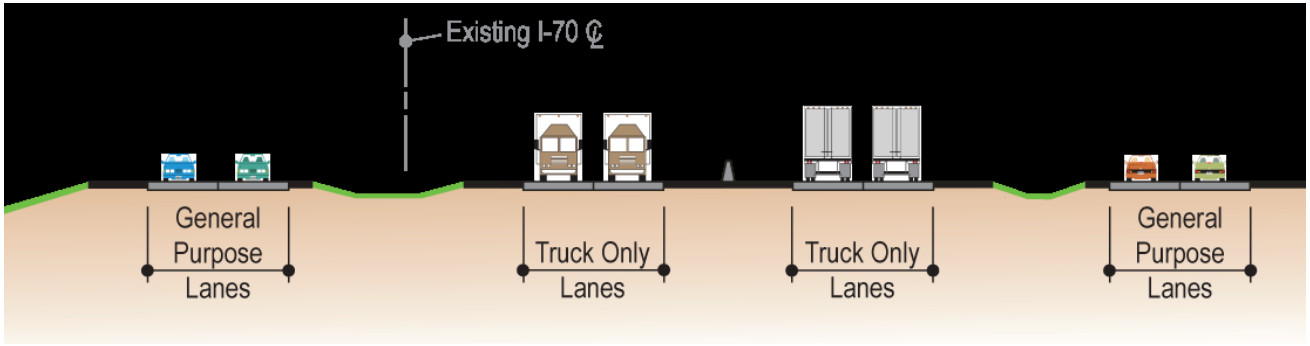
Range of Concepts: Design and Technology

Range of Concepts:

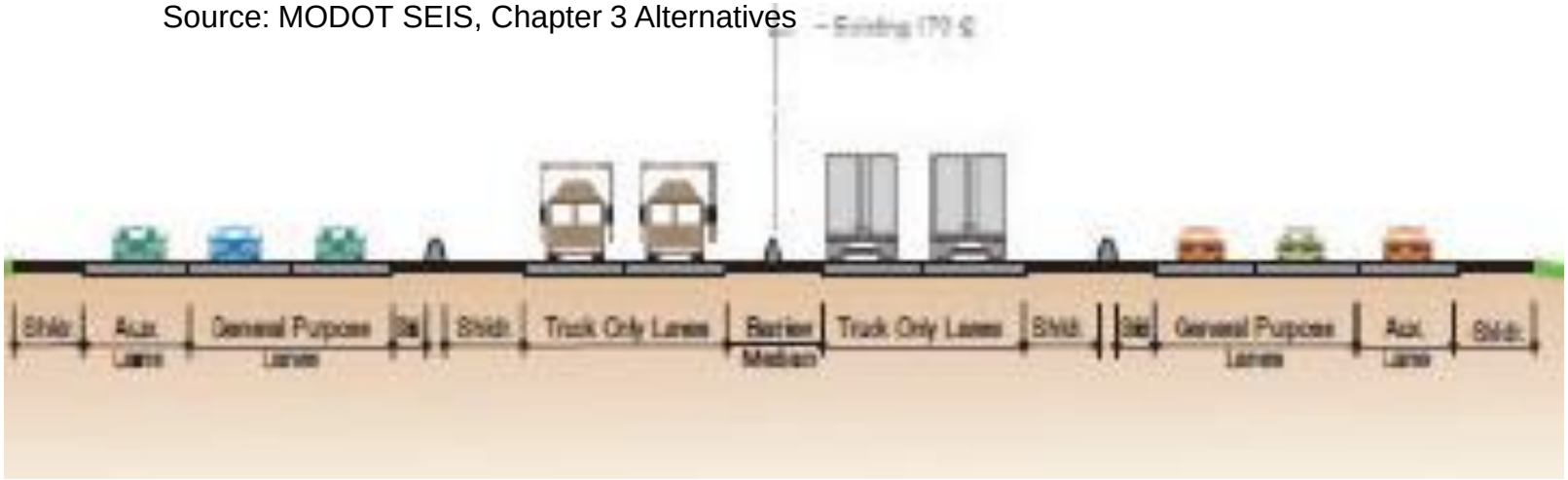
: Example Slip Ramp Configuration

Example Truck-Car Separated Interchange

Range of Concepts: Ex. Hard Configuration

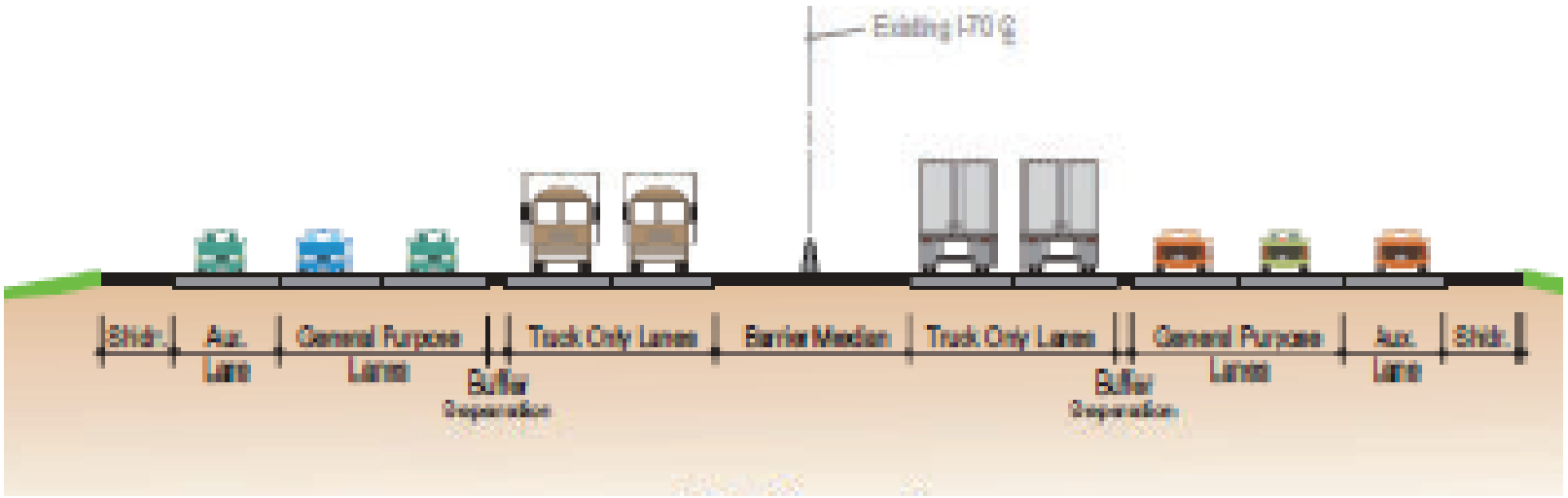


Source: MODOT SEIS, Chapter 3 Alternatives



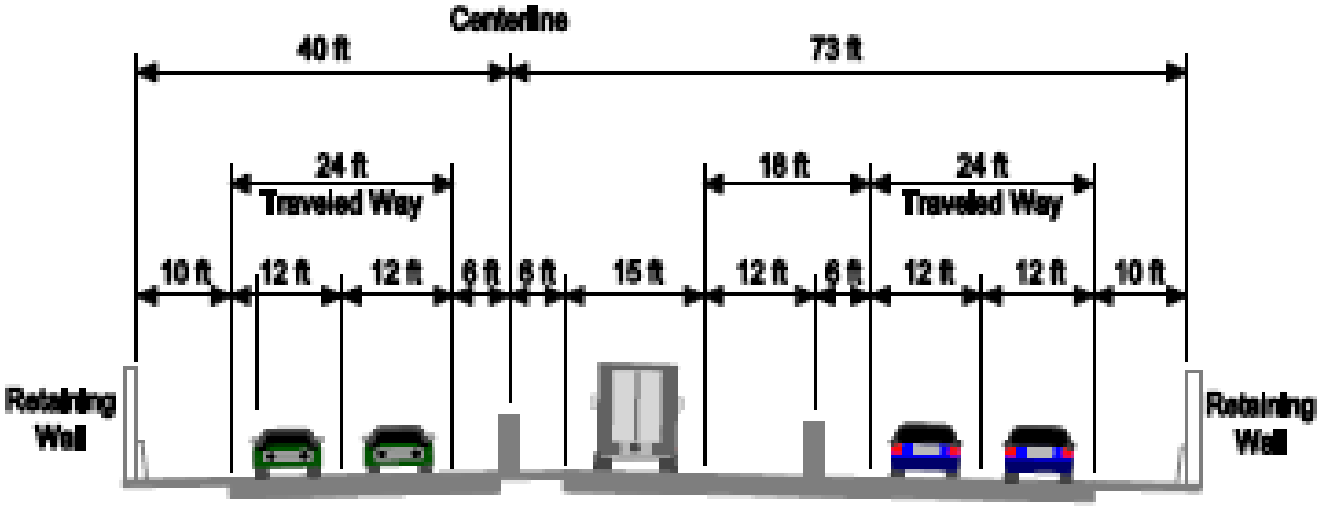
Source: ROD FHWA MO EIS-09-01 FSEIS I-70 Corridor

Range of Concepts: Ex. Soft Configuration



Source: ROD FHWA MO EIS-09-01 FSEIS I-70 Corridor

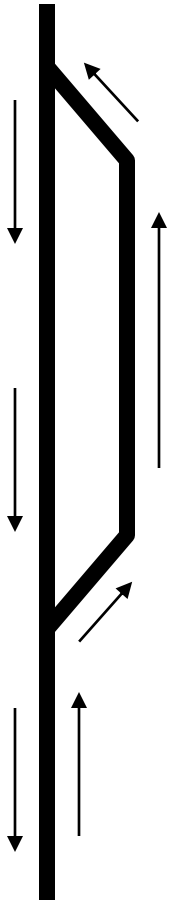
Range of Concepts: High Tech Design Options Automated – Limited Access / Unbalanced Lane



I-70 TRUCK ONLY CONCEPT TYPICAL SECTION

Median barrier separation

Aerial View



Range of Concepts: **Technology Integration**

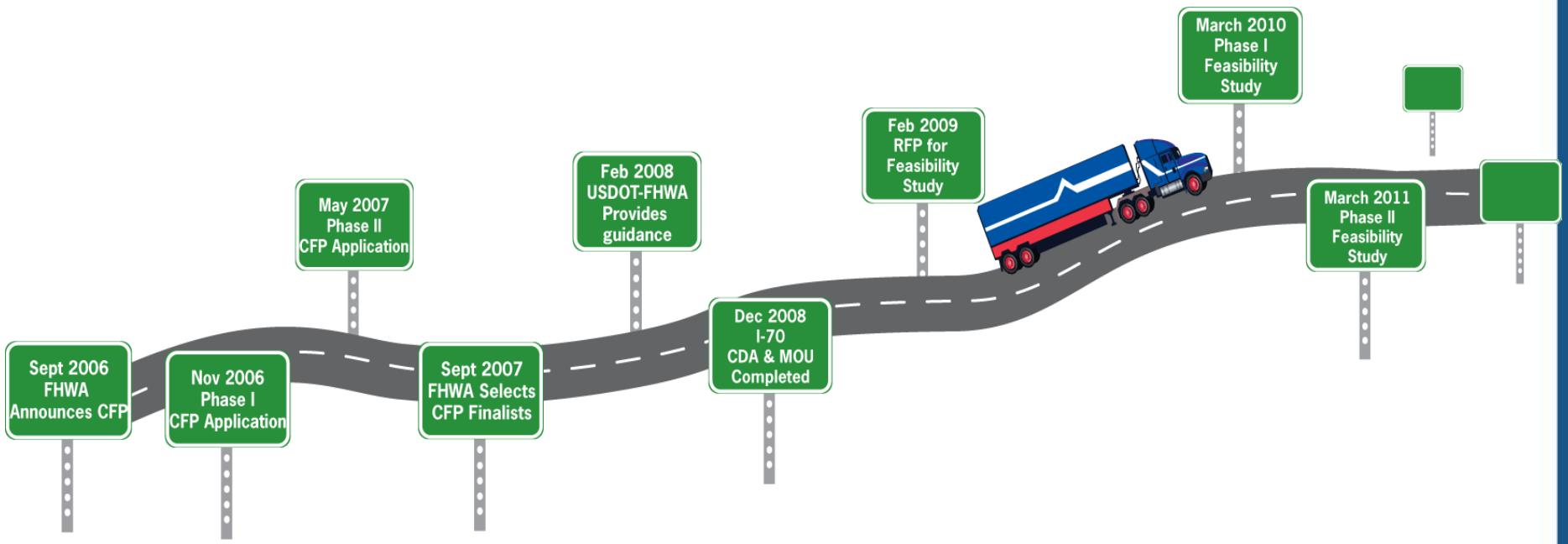
(examples)

- ITS
- Advanced Traffic Management Systems
- Traveler Information
- Emergency Management
- Weight in Motion / Virtual Weight-in-Motion
- Vehicle Infrastructure Integration (VII)
- Electronic Tolling / Congestion Pricing
- Roadside Parking

Where we are…

- First technical reports within a month
- Web site available within 1-2 weeks
- More stakeholder outreach as findings become available
- Phase 1 Report in March, 2010

I-70 Dedicated Truck Lanes - Milestones



Thank You

www.i70dtl.org

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